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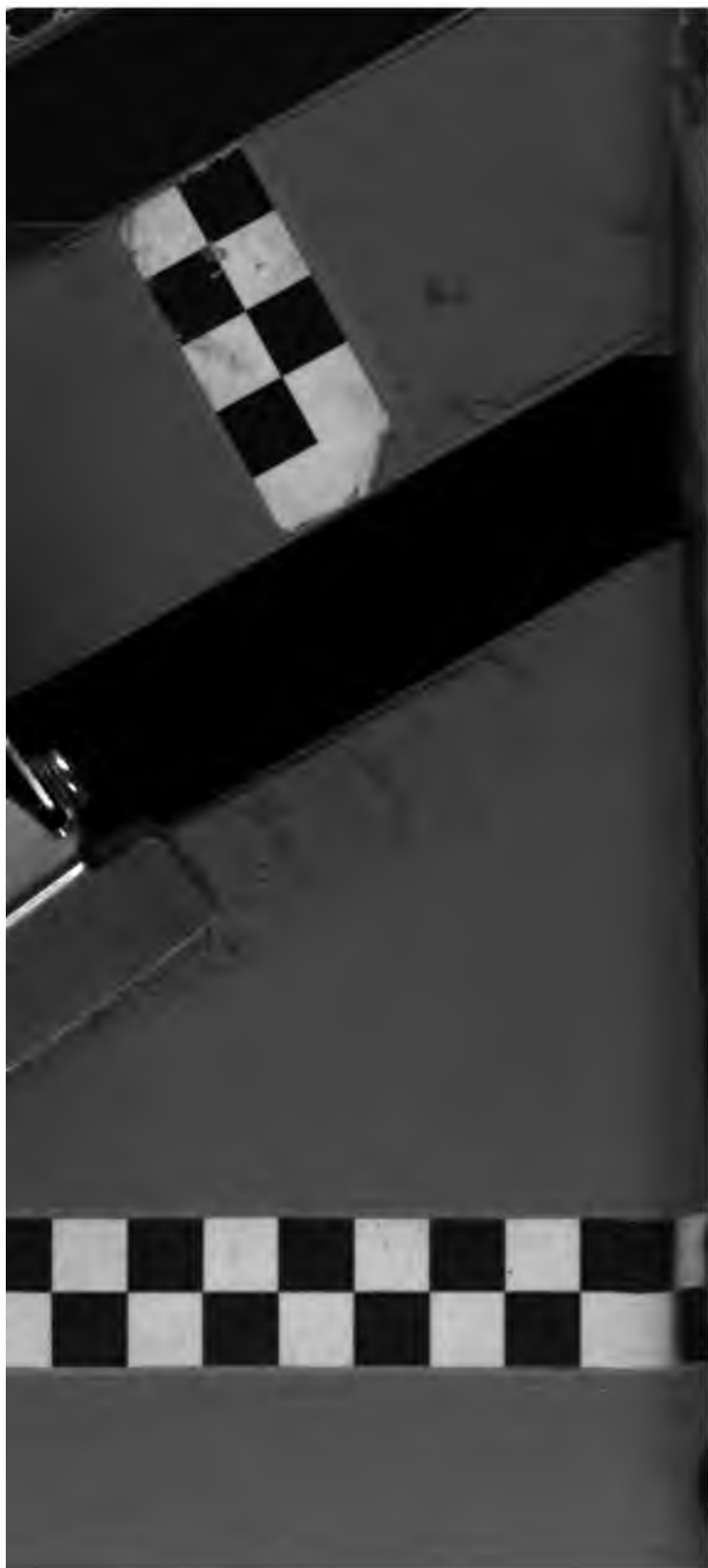
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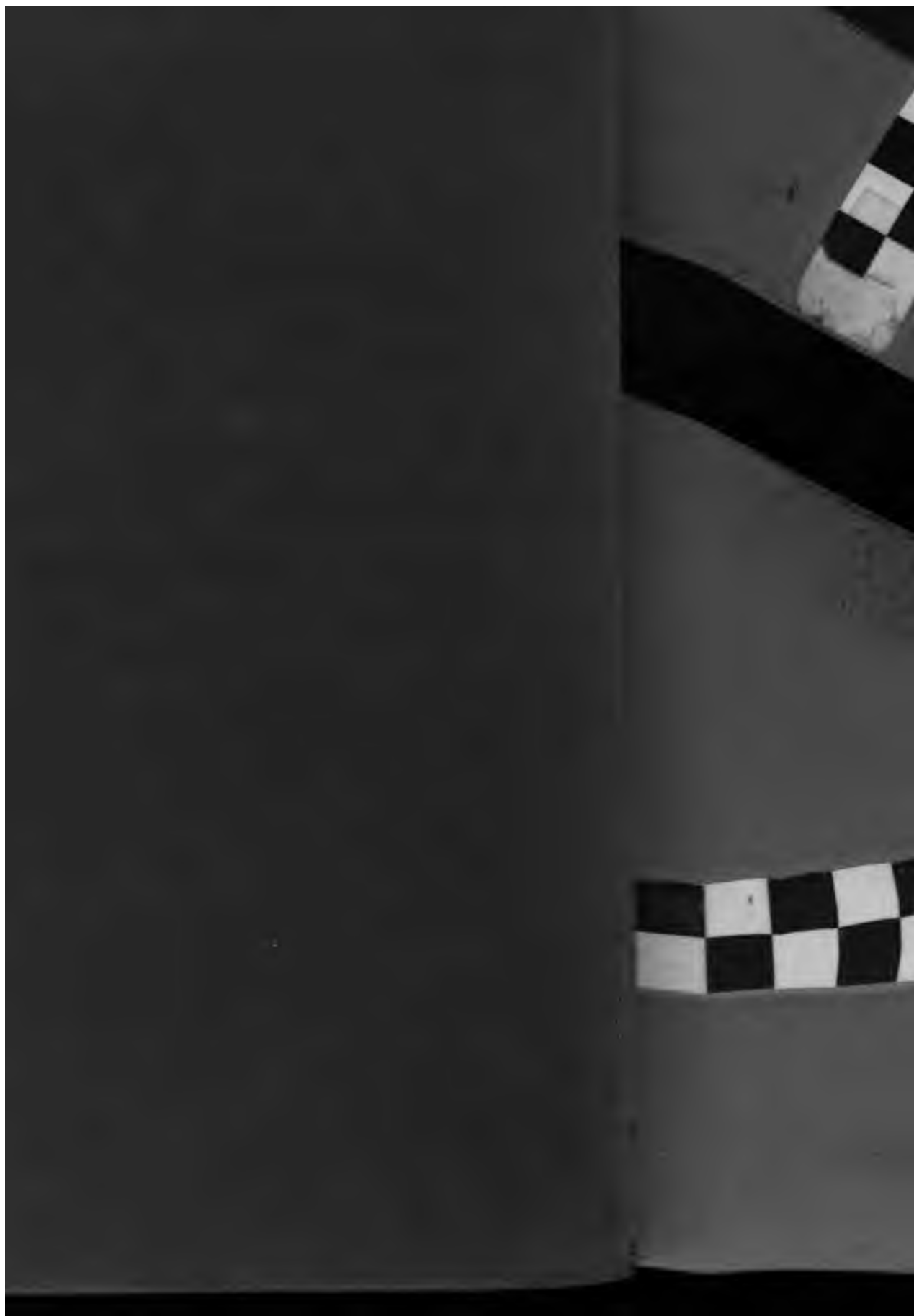


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SECOND ISSUE

WITH SELECT LIST OF RECENT WORKS
RELATING TO GOVERNMENT REGULATION AND GOVERNMENT
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PREFATORY NOTE TO SECOND ISSUE

This issue is a reprint from the plates of the first with the addition of a "Select list of recent works relating to government regulation and government ownership of railroads," pp. 41-54, and the continuation of articles in periodicals down to 1907, pp. 63-94.

The legislation which resulted in the Interstate Commerce Law of June 29, 1906, brought about the publication of numerous works. The discussions, in large part, are to be found in periodical literature. Some of the books produced on the subject are recorded on pp. 41-54 of this List.

"The hearings before the Committee on Interstate Commerce, United States Senate," from December 16, 1904 to May 23, 1905, are printed as Senate document 243, 59th Congress, 1st session, comprising five volumes. The digest of the hearings in one volume, forms Senate document 244, 59th Congress, 1st session.

On pp. 7-9 of this List there is a summary statement of federal reports and legislation. Subsequent material of this description is given under the heading United States, pp. 51-54 of this List.

This is restricted to legislation subsequent to the Pacific railroad undertakings. This subject will be treated separately.

In the fifth volume of the "Hearings before the Committee on Interstate Commerce, United States Senate," pp. 1231-1296, there is a list of bills and resolutions introduced in Congress respecting the regulation of railway transportation. This may be consulted in connection with the list of reports here furnished.

In the speeches in Congress in 1874, when the Windom bill was reported, down to enactment of the Interstate commerce act of 1906 there are discussions of all phases of the question of government control, especially of its constitutionality. These are noted on pp. 95-112.

The debates on the Interstate Commerce Law of 1906 are printed in the Congressional Record, 59th Congress, 1st session. The index volume of the Record will guide to speeches on the act and to its legislative history.

The following are to be added to the list of periodicals relating to railroads, received currently by the Library, given on page 10:

American adviser: devoted to investments, lands, and railroads, Chicago; Benton's monthly quotation record, Railroad edition, New York;

Freight, New York; Manufacturers record, a weekly southern industrial, railroad and financial newspaper, Baltimore; Railroad record and common carrier, Atlanta; Railroad reporter, New York; Stockholder, finance and railways, New York.

The following work appeared too late for insertion in the body of the List:

Hoff, Wilhelm and F. Schwabach. North American railroads; their administration and economic policy.

New York: The Germania press, [1906]. 447 pp. 4°.

"Special expert private translation."

CONTENTS.—Our travels in the United States; Observations of a general character, especially as regards the traveling on railroads; The railroad administration systems and the other more important relations of the different railroad systems to each other; The organization of railroad administrations; Officers and mechanics; Institutions for the general welfare of the railroad employees; Lecture delivered by Dr. Schwechten, as regards the railroad physicians and railroad hygiene, April 7, 1905; Passenger and baggage traffic; Freight traffic; Appendix: Mineral, cotton and milk transportation; The relations of the railroads of the United States to the Post Office administration, to the Pullman company, and to the Express and telegraph administrations; Budget and finance; State supervision of railroads; Summary and general observations.

A. P. C. GRIFFIN

Chief Bibliographer

HERBERT PUTNAM

Librarian of Congress

Washington, D. C., May 1, 1907

PREFATORY NOTE TO FIRST ISSUE

This List is concerned with material in the Library of Congress upon railroads in the United States in their economic and political relations.

It includes treatises on the theory and history of railroad transportation, discussions of the economic effects of railroad combinations, governmental investigations, speeches in Congress, and reports on interstate commerce, with references to some judicial decisions. The Appendix is devoted to the Northern securities case.

Transportation in its historical and economic aspects receives scholarly treatment in Hadley's "Railroad transportation: its history and its laws;" and in Johnson's "American railway transportation." The latter work has the advantage of later investigations and of having the results of operations under the interstate commerce act to work upon. Hadley's work has not been superseded as an exposition of conditions up to the date of its publication. Ringwalt's "Development of transportation systems in the United States" is a popular compendium of traffic history in this country.

General discussions of railroad problems.—Larrabee's "The railroad question" is written to show that railroads "will not serve their real purpose until they become in fact . . . highways to be controlled by the government as thoroughly and effectually as the common road, the turnpike and the ferry, or the post-office and the custom-house." Adams's "Railroads: their origin and problems" is a criticism of existing railroad policies in the late seventies. Kirkman's "Railway rates and government control" in common with his other writings is devoted to commendation of existing conditions and argues against government interference. Hudson's "The railways and the republic" is devoted to a discussion of what he terms railroad abuses. Morgan's "The people and the railways" is a vehement rejoinder to Hudson's argument. Stickney's "The railway problem" is a study by a railroad president with conclusions in favor of government control. Dabney in his "The public regulation of railways" favors government control. Newcomb's "Railway economics" is largely concerned with a discussion of the decline of rates. Pratt's "American railways" is a study by an English writer. McCain's "Compendium of transportation theories" contains essays by experts representing all shades of opinion on railroad topics.

Railroads and trusts.—The subject of railroads as a part of the trust question is considered in Baker's "Monopolies and the people;" Bolen's "The plain facts as to the trusts;" Bonham's "Railway secrecy and trusts;" Cloud's "Monopolies and the people;" Cook's "The corporation problem;" Hardesty's "The mother of trusts;" and Moody's "The truth about the trusts."

Railroad combinations and pooling.—A detailed study is afforded by Langstroth and Stiltz's "Railway co-operation" which is provided with a bibliography.

The writings of Albert Fink are held in high esteem among writers on railroad questions. They afford much material on the subject of combination from the standpoint of a railroad expert. Among them there are to be noted, his "Argument before the Committee of commerce of the House of Representatives," January, 1880; the "Argument before the Committee of commerce of the Senate," February, 1879; the "Argument before the Committee on commerce of the United States House of Representatives," March, 1882; "Cost of railroad transportation;" "An investigation into the cost of transportation on American railroads, with deductions for its cheapening;" "Investigation into the cost of passenger traffic on American railroads;" "The legislative regulation of railroads;" "Regulation of interstate commerce by Congress;" "Report upon the adjustment of railroad transportation rates to the seaboard." The last named writing by Mr. Fink is not in the Library of Congress but is to be found in the Library of the Interstate Commerce Commission, where are also to be found his "Argument before the Committee on commerce of the United States House of Representatives," January, 1884; "Relative cost of carload and less than carload shipments and its bearing upon freight classification," Chicago, 1889; and "Testimony before the Senate committee on labor and education," September 17, 1883.

Other discussions of combinations and pooling are to be found in: Alexander's "Railroad consolidation," and "Railway practice;" Blanchard's "Argument before the Committee on commerce of the House of Representatives in opposition to the pending bill for the regulation of interstate commerce," and his "Shall railroad pooling be permitted?" Cooley's "The interstate commerce act—Pooling and combinations which affect its operation," "Popular and legal view of traffic pooling," "The railway problem defined;" Hadley's "The prohibition of railroad pools;" Hopkins's "Railroad combinations and discriminations;" Huntington's "A plea for railway consolidation;" Kenna's "Railway consolidation;" Knapp's "Equality of rights in transportation agencies," "Government regulation of railroad rates," "Railroad pooling," "Some observations on railroad pooling;" Newcomb's "The concentration of railway control," "The failure of legislation to enforce railway competition," "The necessity of limiting

railway competition," "Railway economics," "The recent great railway combinations," and "Where competition is present discrimination can not be absent: an argument for the restoration of the pooling privilege with federal supervision;" Nimmo's "The American railroad system and the trust question," "The apportionment of traffic among competing railroads," "Commercial, economic, and political questions not decided in the Northern securities case," "The community of interests method of regulating railroad traffic in its historic aspects," "The limitation of competition and combination as illustrated in the regulation of railroads," "Pooling and governmental control of the railroads," "The railroads as one system," "Some characteristics of the American railway system;" Peabody's "The necessity for railway compacts under governmental regulation;" Prouty's "The dependence of agriculture on transportation," "National regulation of railways," "Railway pooling—from the people's point of view;" Rice's "The proposed testimony of George Rice . . . particularly relating to the Standard oil trust, railroad freight discriminations, and unlawful pooling of rail and water lines;" Sterne's "Legislation concerning, and management of railways in the United States," "Railroad poolings and discriminations," "The railway problem;" Thurman, Washburne, and Cooley's "Report constituting an advisory commission on differential rates by railroads between the west and the seaboard;" and Walker's "The amendment of the interstate commerce law," "The pooling of railway earnings," "Railway associations," and "The Western traffic association." The official reports noted in this List under New York, State, and under United States contain material of vital importance. The works noted above under the headings Transportation, General discussions, etc., are necessary contributions to this phase of the railroad question. *See also* the Appendix containing references on the Northern securities case.

The farmer and the railroad.—Atkinson's "The distribution of products; . . . The railway, the farmer, and the public;" Dixon's "State railroad control, with a history of its development in Iowa;" Hardesty's "The mother of trusts. Railroads and their relation to 'the man with the plow;'" Larrabee's "The railroad question;" Martin's "History of the grange movement, or, the farmer's war against monopolies;" Meyer's "Railway legislation in the United States;" Morgan's "History of the Wheel and Alliance, and the impending revolution;" Prouty's "The dependence of agriculture on transportation;" Robinson's "The octopus;" and Thompson's "The farmers' fight against the railroads."

Federal reports and legislation.^a—The genesis of Congressional legislation is signaled by the "Report from the Committee on roads and canals" presented June 9, 1868, on the regulation and control of railroads, forming House report no. 57 of the Fortieth Congress, second

^a See also p. 3, *ante*.

session. In 1874 a voluminous report known as the Windom report was published in two large volumes (43d Cong., 1st sess., S. rept. no. 307). The so-called Reagan bill providing for a government commission to regulate interstate commerce was introduced in 1878. Debates in Congress on the bill are noted on page 95 of this List. Reagan's report forms House report no. 245 of Forty-fifth Congress, second session. The subject was before Congress in each succeeding session without resulting in legislative action until 1887 when the Interstate commerce act was passed. In 1882 an important hearing was given by the House committee on commerce when arguments were presented by Wayne MacVeagh, Albert Fink and others (47th Cong., 1st sess., H. misc. doc. no. 55). In 1886 the Cullom report was presented (49th Cong., 1st sess., S. rept. no. 1571) which laid the foundation for the enactment of the Interstate commerce law. The speeches in Congress on this law are noted on pages 101-105 of this List.

For the operation of this law see the reports of the Interstate commerce commission, documents noted on pages 33-36 of this List. For discussions of the interstate commerce law *see* H. C. Adams's "A decade of federal railway regulation;" Clough's "The effect of the interstate act;" Cooley's "The interstate commerce act;" Dos Passos's "The interstate commerce act, an analysis of its provisions;" Hadley's "The workings of the interstate commerce law;" Ingalls's "The railroads and the interstate law;" Johnson's "American railway transportation;" Lewis's "The standing of the interstate commerce commission before the federal courts;" Walker's "The amendment of the interstate commerce law." Articles in periodicals discussing the effect of the law are listed in chronological order on pages 55-94 of this List; among these the following may be noted: Bacon's "The inadequate powers of the Interstate commerce commission" in "North American review," vol. 174, pp. 46-58; Davis's "The Interstate commerce commission and the public" in "Outlook," vol. 64, pp. 626-628; Hines's "The proposals of the Interstate commerce commission" in "Forum," vol. 33, pp. 3-13; McLean's "Federal regulation of railroads in the United States" in "Economic journal," vol. 10, pp. 151-171; Newcomb's "A decade in federal railway regulation" in "Popular science monthly," vol. 51, pp. 811-819; Newcomb's "American statistical practice: The Interstate commerce commission" in "Yale review," vol. 11, pp. 164-197; and his "The Industrial commission on transportation" in "Political science quarterly," vol. 17, pp. 568-608; Prouty's "Powers of the Interstate commerce commission" in "Forum," vol. 27, pp. 223-236; *see also* "North American review," vol. 167, pp. 543-557; Ripley's "The Industrial commission on transportation" in "Political science quarterly," vol. 18, pp. 313-320; Sedgwick's "Ten years of federal railway regulation" in "Nation," vol. 66, pp. 219-220; Smith's "The powers of the Interstate commerce commission" in "North American

review," vol. 168, pp. 62-76, and his "The inordinate demands of the Interstate commerce commission" in "Forum," vol. 27, pp. 551-563.

Meyer's "Railway legislation in the United States" presents "a condensed analysis of the private and public laws which govern railways in the United States, and of the important decisions relating to interstate commerce." A chapter is devoted to the proposed "Cullom bill." An appendix contains the text of the "Elkins law" of 1902.

State railway legislation.—C. F. Adams's "The regulation of all railroads through the state-ownership of one;" Clark's "State railroad commissions, and how they may be made effective;" Dana's "Federal restraints upon state regulation of railroad rates of fare and freight;" Dixon's "State railroad control, with a history of its development in Iowa;" Hendrick's "Railway control by commissions;" Hines's "Legislative regulation of railroad rates;" McLean's "State regulation of railways in the United States;" Meyer's "A history of early railroad legislation in Wisconsin;" Million's "State aid to railroads in Missouri;" New York, State, "Report of the Special committee on railroads, appointed under a resolution of the Assembly, Feb. 28, 1879, to investigate alleged abuses in the management of railroads" (Hepburn report); Sterne's "The railway problem in the state of New York;" United States, Forty-eighth Congress, second session, Senate report no. 46, "Report of the Senate select committee on interstate commerce." *See also* chapters in Dabney's "The public regulation of railways;" Hadley's "Railroad transportation;" Johnson's "American railway transportation;" and Larrabee's "The railroad question."

State railroad commissions.—The Library of Congress contains reports of railroad commissioners of the following states: Alabama, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Illinois, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Vermont, Virginia, and Wisconsin. States having no railroad commissioners are: Arizona, Delaware, Idaho, Indiana, Maryland, Montana, Nevada, New Jersey, New Mexico, Oregon, Utah, Washington, West Virginia, and Wyoming.

Trans-Missouri decision.—Attorney General Harmon's brief for the Government in the case of the United States *v.* the Trans-Missouri freight association is given in the "Yale law journal" for January, 1897. The text of the decision of the Supreme court is given in 166 U. S. 290 and is reprinted in the "Railway age" for March 26 and April 2, 1897, and in Senate document no. 12, Fifty-fifth Congress, first session, entered in this List under U. S. Supreme court. The decision is discussed in "American law review," vol. 31, May-June, 1897, pp. 451-454; "Central law journal," vol. 44, Apr. 16, 1897, pp. 319-321; "Chicago legal news," vol. 29, Apr. 3, 1897, pp. 263-264;

"Railway age," vol. 23, pp. 241-243, 271-272, and by George R. Blanchard in the "Forum" for June, 1897.

Histories of great railroad corporations.—Chapman's "The Northern Pacific railroad;" Davis's "The Union Pacific railway;" Hollander's "The Cincinnati Southern railway" (Johns Hopkins university studies, 12th ser., nos. 1-2); Reizenstein's "The economic history of the Baltimore and Ohio railroad, 1827-1853" (Johns Hopkins university studies, 15th ser., nos. 7-8); Robinson's "The octopus. A history of the construction, . . . of the Central Pacific, Southern Pacific of Kentucky, Union Pacific, and other subsidized railroads;" Smalley's "History of the Northern Pacific railroad;" Smith's "A history and description of the Baltimore and Ohio rail road;" White's "History of the Union Pacific railway;" and W. B. Wilson's "History of the Pennsylvania railroad company."

A series of articles by Edward S. Meade entitled "The great American railways systems" appearing in the *Railway World* beginning in the number for Nov. 21, 1903, deals with the "The Wabash railroad," "The greater Wabash as an investment," "The Reading," "Community of interest among the anthracite roads," "The Lehigh valley," "The New York Central," "The New York Central: expansion and traffic results," "The Pennsylvania," "The Pennsylvania: its financial policy," "The Pennsylvania: its growth and expansion," "Future direction of railway traffic," "The Illinois Central," "The Missouri Pacific," "The Atchison, Topeka and Santa Fe," "The Atchison: its financial history," "The Baltimore and Ohio," and "The Chicago, Burlington and Quincy." These articles are to be published in book form when completed.

The Library of Congress receives currently the following *periodicals relating to railroads*:

American engineer and railroad journal, New York; Bulletin of the International railway congress (English edition); Brussels; The Commercial & financial chronicle: Railway and industrial section, New York; International railway journal, Philadelphia and Chicago; The Official railway equipment register, New York; The Railroad employee, Newark, N. J.; Railroad gazette, New York; The Railway age, Chicago; Railway and locomotive engineering, New York; The Railway engineer, London; Railway line clearances and car dimensions, New York; Railway machinery, locomotive and car equipment, New York; The Railway magazine, London; The Railway news, London; Railway world, Philadelphia and New York; Roadmaster and foreman, the American railway track journal, Chicago.

A. P. C. GRIFFIN

Chief Bibliographer

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Washington, D. C., July 1, 1904

LIST OF BOOKS RELATING TO RAILROADS IN THEIR RELATION TO THE
GOVERNMENT AND THE PUBLIC

Acworth, W. M. English and American railways—a comparison and a contrast.

(*In* Compendium of transportation theories, pp. 139-147. Washington, D. C., 1893. 8°.)

——— Government interference in English railway management.

(*In* Compendium of transportation theories, pp. 267-276. Washington, D. C., 1893. 8°.)

——— The railways of England. 3d ed.

London: J. Murray, 1899. xvi, 427, (1) pp. 8°.

——— The state in relation to railways.

(*In* Mackay, Thomas, *ed.* A policy of free exchange, pp. 163-210. London, 1894. 8°.)

Adams, B. B., jr. The treatment of railroad employes.

(*In* Compendium of transportation theories, pp. 203-208. Washington, D. C., 1893. 8°.)

Adams, Charles Francis. The interstate commerce law.

(*In* Compendium of transportation theories, pp. 178-184. Washington, D. C., 1893. 8°.)

——— Railroads: their origin and problems.

New York: G. P. Putnam's sons, 1878. (4), 246 pp. 12°.

——— The regulation of all railroads through the state-ownership of one.

Boston: James R. Osgood and company, 1873. 39 pp. 8°.

Speech on behalf of the Massachusetts board of railroad commissioners, made before the joint standing legislative committee on railways, February 14, 1873.

Adams, Henry C. A decade of federal railway regulation.

(*In* Atlantic monthly, vol. 81, Apr., 1898, pp. 433-443.)

——— Service of a bureau of railway statistics and accounts in the solution of the railway question.

(*In* Compendium of transportation theories, pp. 129-138. Washington, D. C., 1893. 8°.)

Alexander, E. Porter. Long *versus* short haul.

(In Compendium of transportation theories, pp. 197-202. Washington, D. C., 1893. 8°.)

——— Railroad consolidation.

(In Compendium of transportation theories, pp. 260-266. Washington, D. C., 1893. 8°.)

——— Reply to questions of the special committee on railroad transportation of the New York chamber of commerce.

1881. *Bradley, Gilbert & Mallory, Louisville, Ky.* 38 pp. 12°.

——— Railway practice, its principles and suggested reforms reviewed.

New York and London: G. P. Putnam's sons, 1887. (2), 60 pp. 12°. (*Questions of the day, no. 36.*)

A discussion of the railway problem as involving only the principles upon which tariffs are formed and competition between water lines and rival railroads are conducted. Holds that railway tariffs must be based upon value of service rendered, and limited by a reasonable profit upon cost of service and investment employed; and, also, that stability, publicity, and uniformity of rates can only exist where there is a community of interest between the carriers, while such community can only exist under a pool or under consolidation.

Atkinson, Edward. The distribution of products; or the mechanism and the metaphysics of exchange. Three essays: What makes the rate of wages? What is a bank? The railway, the farmer, and the public.

New York & London: G. P. Putnam's sons, 1885. v, (3), 303 pp. 12°.

——— Memorandum in regard to the equity in the case between the Government and the Union Pacific Railroad.

[*Boston, 1871.*] 22 pp. 8°.

——— The railroads of the United States. A potent factor in the politics of that country and of Great Britain.

Boston: A. Williams and company, 1880. 48, 20 pp. *Folded sheet.* 8°.

Baker, Charles Whiting. Monopolies and the people. 3d ed., rev., and enlarged.

New York & London: G. P. Putnam's sons, 1899. xxiii, (3), 368 pp. 12°.

Baldwin, Simon E. American railroad law.

Boston: Little, Brown, and company, 1904. lxxvi, 770 pp. 8°.

Barker, Wharton. The great issue. Reprints of some editorials from *The American*, 1897-1900.

Philadelphia, 1902. 391 pp. 12°.

Pp. 32-69 contain editorials on aspects of the railroad question.

Beach, Charles F., jr. The problem of the vanishing profit. An address on railway and commercial trusts and combinations . . . before the Congregational club of the city of New York, January 19th, 1891.
[*New York, 1891.*] 16 pp. 12°.

Black, William Nelson. Storage and transportation in the port of New York. An investigation into methods of handling merchandise, with special reference to questions of cost and convenience.
G. P. Putnam's sons, New York, 1884. 37 pp. Folded map. 12°. (Questions of the day, no. 12.)

Blanchard, George R. Argument before the Committee on commerce of the House of Representatives in opposition to the pending bill for the regulation of interstate commerce. Washington, D. C., March 14, 15, 16, and 17, 1882.
New York: Martin B. Brown, 1882. 216 pp. 8°.

——— Reply to the Hon. S. M. Cullom.
(*In Compendium of transportation theories, pp. 86-95. Washington, D. C., 1893. 8°.*)

——— Shall railway pooling be permitted?
(*In The Forum, vol. 5, Aug., 1888, pp. 652-665.*)

——— The Trans-Missouri decision.
(*In The Forum, vol. 23, June, 1897, pp. 385-395.*)

Bolen, George L. The plain facts as to the trusts and the tariff, with chapters on the railroad problem and municipal monopolies.
New York: The Macmillan company, 1902. viii, 451 pp. 12°.
The railroad problem, pp. 44-90.

Bonham, John M. Industrial liberty.
New York and London: G. P. Putnam's sons, 1888. ix, (1), 414 pp. 8°.
The relations of the railway and the "trust" to industrial liberty, pp. 96-128.

——— Railway secrecy and trusts.
New York and London: G. P. Putnam's sons, 1890. 138 pp. 12°. (Questions of the day, no. 61.)

Bryce, L., and J. J. Wait. The railway problem. 1. The legislative solution. 2. A mercantile view.
(*In North American review, vol. 164, Mar., 1897, pp. 327-348.*)

Chapman, W. W. The Northern Pacific railroad. Its different phases from 1864 to 1880. Land grant 63, 521, 450 acres. The great combination on the Columbia river.
Washington: Joseph L. Pearson, printer, 1880. 15 pp. 8°.

Chittenden, L. C. Interstate commerce. Argument before the Committee on commerce, House of Representatives, Jan. 29, 1884.

[*Washington: Government printing office, 1884.*] 15 pp. 8°. Caption-title.

Clark, Frederick C. State railroad commissions, and how they may be made effective.

[*Baltimore: Guggenheimer, Weil & co.,*] 1891. 110 pp. Folded map. Folded tables. 8°. (*American economic association. Publications, vol. 6, no. 6.*)

Cloud, D. C. Monopolies and the people.

Davenport, Iowa: Day, Egbert & Fidler, 1873. (2), iv, 462 pp. 8°.

"The Pacific railroad iniquity," pp. 19-28.

——— *Same.* 3d edition.

Davenport, Iowa: Day, Egbert & Fidler, 1873. 514, iii pp. 8°.

Clough, W. P. The effect of the interstate act. Has the interstate commerce law had any influence on the course of railway rates?

(*In Railway age, vol. 21, May 23, 1896, pp. 268-269.*)

Compendium of transportation theories. A compilation of essays upon transportation subjects by eminent experts. Publication of series under direction of C. C. McCain.

Washington, D. C.: Kensington publishing company, 1893. 295 pp. 8°. (*Kensington series. 1st book.*)

Cook, William Wilson. The corporation problem. The public phases of corporations, their uses, abuses, etc.

New York: G. P. Putnam's sons, 1891. vi, 262 pp. 12°.

Cooley, Charles Horton. The theory of transportation.

[*Baltimore*]: *American economic association, 1894.* 148 pp. 8°. (*Publications of the American economic association. Monographs, vol. 9, no. 3.*)

Cooley, Thomas M. The interstate commerce act—Pooling and combinations which affect its operation.

(*In Compendium of transportation theories, pp. 242-250. Washington, D. C., 1893. 8°.*)

——— Popular and legal view of traffic pooling.

(*In Compendium of transportation theories, pp. 229-241. Washington, D. C., 1893. 8°.*)

——— The railway problem defined.

(*In Compendium of transportation theories, pp. 7-19. Washington, D. C., 1893. 8°.*)

- Cullom, Shelby M.** The federal control of railways.
(*In* Compendium of transportation theories, pp. 80-85. Washington, D. C., 1893. 8°.)
- The public and the railways.
(*In* Compendium of transportation theories, pp. 39-50. Washington, D. C., 1893. 8°.)
- Dabney, W. D.** The basis of the demand for public regulation of industries.
(*In* American academy of political and social science. Annals, vol. 2, Jan., 1892, pp. 433-449.)
- The public regulation of railways.
New York & London: G. P. Putnam's sons, 1889. v, (1), 281 pp. 12°. (*Questions of the day, no. 60.*)
The last two chapters are on the interstate commerce act and express traffic.
- Railway legislation.
(*In* Compendium of transportation theories, pp. 104-111. Washington, D. C., 1893. 8°.)
- Dana, William F.** Federal restraints upon state regulation of railroad rates of fare and freight.
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"The committee are instructed, if, in their opinion, Congress has the power under the Constitution to provide by law for the regulation and control of railroads extending from State to State, to report a bill which will secure: First. The safety of passengers. Second. Uniform and equitable rates of fare. Third. Uniform and equitable charges for freight or transportation. Fourth. Proper connections with each other as to transportation of passengers and freight."

The minority report, pp. 8-20, "concludes that the measures referred to and proposed can not be constitutionally enacted by Congress and ought not to be entertained; and that, if the power existed, its exercise would be inexpedient."

——— *43d Congress, 1st session.* Senate report no. 307, pts. 1 and 2. Report of the Select committee on transportation routes to the seaboard, with appendix and evidence. April 24, 1874. 2 vols. 8°.

Known as the Windom report.

CONTENTS.—Part 1: Protection; Home consumption and foreign exportation; Freights and prices; The course of trade; Foreign markets; Actual competition between water and rail transport; Defects and abuses of existing systems of transportation; The constitutional power of Congress to regulate commerce among the several states; Competition between railways and its promotion by the construction of additional lines; Direct regulation by Congress; Indirect regulation and reduction of charges through the agency of one or more railway lines to be owned or controlled by the Government; The improvement of natural and construction of artificial waterways; Summary of conclusions and recommendations. Part 2: Testimony.

——— House report no. 28. Commerce by railroad among the several states. Report from the Committee on railways and canals. Jan. 19, 1874. 13 pp. 8°.

——— *45th Congress, 2d session.* House report no. 245. Regulation of inter-state commerce. Report from the Committee on commerce. Feb. 26, 1878. 16 pp. 8°.

Presented by John H. Reagan.

United States. *45th Congress, 2d session.* House report no. 379. Cheap transportation between East and West. Report from the Committee on railways and canals to provide for cheap transportation of freight between tide-water on or near the Atlantic ocean, and the Ohio and Mississippi valleys. Mar. 13, 1878. 20 pp. 8°.

——— *47th Congress, 1st session. House. Committee on commerce.* Arguments and statements before the Committee on commerce in relation to certain bills referred to that committee proposing Congressional regulation of interstate commerce. Feb. 23, 1882.

Washington: Government printing office, 1882. 269 pp. 8°.
(*47th Congress, 1st session. House miscellaneous document no. 55.*)

Contains arguments of Wayne MacVeagh, Albert Fink, and others.

——— House report no. 1399. A bureau of inter-state commerce. Report from the Committee on commerce. June 13, 1882. 3 pp. 8°.

Majority report presented by Amos Townsend.

——— House report no. 1399, pt. 2. *Same.* Views of the minority. June 12, 1882. 7 pp. 8°.

Minority report by John H. Reagan.

——— *48th Congress, 2d session.* Senate report no. 1571. Preliminary report from the Committee on transportation routes to the seaboard. Mar. 3, 1885. 43 pp. Folded map. 8°.

——— *49th Congress, 1st session.* Senate report no. 46, pts. 1 and 2. Report of the Senate select committee on interstate commerce. (With appendix.)

Washington: Government printing office, 1886. 2 vols. 8°.
Presented by Mr. Cullom.

CONTENTS.—Part 1: The railroad system of the United States—Its evolution and extent; The internal commerce of the United States; The power of Congress to regulate commerce—A review of the declarations of the United States Supreme court on the subject; The relations of the railroad to the community and to the governmental authority; The various methods of railroad regulation; The course of railroad legislation in England; Railroad legislation in the United States; Summary of the provisions of the state statutes—The work of the State commissions; The comparative volume of state and interstate traffic—Returns from leading railroads; Competition between waterways and railroads—Water routes the most effective regulators of railway charges; The necessity of national regulation on interstate commerce; The causes of complaint against the railroad system; Railroad rates—The principles upon which they should be established, and the limitations within which discrimination may be justifiable; Publicity the best remedy for unjust discrimination; A national commission—Its establishment recommended for the enforcement of the legislation proposed; The committee's bill. Part 2: Testimony.

United States. *49th Congress, 1st session.* House report no. 902. Interstate commerce. Report from the Committee on commerce. Mar. 8, 1886. 3 pp. 8°.

———— House report no. 902, pt. 2. *Same.* Views of the minority. Apr. 9, 1886. 3 pp. 8°.

———— *49th Congress, 2d session. Senate.* Conference report on the amendment of the House to the bill (S. 1532) "to regulate commerce." Dec. 15, 1886. 10 pp. 8°. (*49th Congress, 2d session. Senate miscellaneous document no. 12.*)

———— *51st Congress, 1st session.* Senate report no. 847. Report by Mr. Cullom, from the Committee on interstate commerce. May 2, 1890. 671 pp. 8°.

On the transportation interests of the United States and Canada, with reference to Canadian ownership or control of railroad lines located in the United States, and the diversion of commerce to Canadian lines, etc.

———— Senate report no. 829. Report of the Select committee on the transportation and sale of meat products. May 1, 1890. 40 pp. 8°.

Bound with this is: Testimony taken by the Select committee of the United States Senate on the transportation and sale of meat products. 1889. 615 pp. Folded sheet. 8°.

———— *52d Congress, 2d session.* House report no. 3278. Alleged coal combination. Report of Committee on interstate and foreign commerce. Jan. 18, 1893. viii, (2), 261 pp. 8°.

Testimony taken in regard to the alleged combination of the Philadelphia and Reading railroad company and other railroad and canal companies and producers of coal, pp. 1-261.

———— *53d Congress, 3d session. Senate. Committee on interstate commerce.* Hearings before the Committee on interstate commerce, U. S. Senate, in relation to the bill (S. 3577) to amend an act entitled "An act to regulate commerce," approved February 4, 1887.

Washington: Government printing office, 1895. 30 pp. 8°.
(*53d Congress, 3d session. Senate miscellaneous document no. 126.*)

———— *54th Congress, 2d session.* Senate document no. 115. Letter from the Interstate commerce commission, transmitting, the oral testimony taken by the Interstate commerce commission in the investigation of grain rates at Missouri river points. February 8, 1897. 531 pp. 8°.

United States. *55th Congress, 1st session. Senate. Committee on interstate and foreign commerce. Act to regulate commerce. Report, hearings, and arguments in regard to amendment to "Act to regulate commerce," relating to railway pools. April 15, 1897. 179 pp. 8°. (55th Congress, 1st session. Senate document no. 39.)*

————— *Committee on interstate commerce. Hearing in relation to the agreement of the Joint traffic association. Washington: Government printing office, 1897. 35 pp. 8°. (55th Congress, 1st session. Senate document no. 64.)*

————— *Senate document no. 98. Uniform classification of freight. Letter from the Secretary of the ninth annual convention of railroad commissioners, transmitting copy of report of the committee on uniform classification of freight. May 25, 1897. 6 pp. 8°.*

————— *Senate report no. 151. Limiting the effect of regulations of commerce between the states, etc. Report from the Committee on interstate commerce. June 14, 1897. 5 pp. 8°.*

————— *55th Congress, 2d session. Senate document no. 43. Amendments to interstate-commerce law. Memorial of L. B. Boswell, of the Quincy (Ill.) freight bureau, relative to proposed amendments to the interstate-commerce law. Jan. 5, 1898. 5 pp. 8°.*

————— *56th Congress, 1st session. Senate. Committee on interstate commerce. Hearing before the Committee on interstate commerce of the United States Senate (Dec. 17, 1896) in relation to the agreement of the Joint traffic association. June 1, 1900. 33 pp. 8°. (56th Congress, 1st session. Senate document no. 424.)*

————— *Report of hearing before the Committee on interstate commerce on the bill (S. 1770) contemplating the nationalization of the railways of the United States. May 31, 1900. 59 pp. 8°. (56th Congress, 1st session. Senate document no. 420.)*

————— *Senate document no. 409. Alleged violations of the interstate-commerce law. Open letter, addressed to Mr. J. Pierpont Morgan. May 26, 1900. 2 pp. 8°.*

United States. *57th Congress, 1st session. Senate. Committee on interstate commerce.* "Railway freight rates and pooling." Hearings before the Committee on interstate commerce, United States Senate, having under consideration the bills (S. 3521) "To enlarge the jurisdiction and powers of the Interstate commerce commission," introduced in the Senate February 4, 1902, by Mr. Elkins; and (S. 3575) "To amend an act entitled 'An act to regulate commerce,' approved February 4, 1887, and all acts amendatory thereof," introduced February 5, 1902, by Mr. Nelson. Vol. 1.

Washington: Government printing office, 1902. xix, (1), 210 (2), 28 pp. 8°.

The appendix of 28 pp. has separate title-page: The Act to regulate commerce as amended, together with acts supplementary thereto. Washington: Government printing office, 1895.

———— *57th Congress, 2d session.* Senate document no. 73. Reply of the Attorney-general dated January 3, 1903, to a communication dated December 20, 1902, from the Hon. George F. Hoar, chairman of the Committee on the judiciary, United States Senate. Sherman anti-trust law, and list of decisions relating thereto. Also an address delivered by Philander C. Knox on the commerce clause of the Constitution and the trusts, at Pittsburg, Pa., October 14, 1902. *Washington: Government printing office, 1903. 50 pp. 8°.*

———— *Senate document no. 147.* Bills and debates in Congress relating to trusts. Fiftieth Congress to Fifty-seventh Congress, First session, inclusive. Prepared by direction of the Attorney-General. *Washington: Government printing office, 1903. xi, 1113 pp. 4°.*

Edited by James A. Finch, librarian of the Department of Justice.

———— *Senate document no. 207.* Letter from the chairman of the Interstate commerce commission, transmitting, a report showing rates filed with said commission by common carriers subject to the act to regulate commerce on import and domestic traffic of like kind carried between ports of entry in the United States to interior points which show material differences, if any, in favor of through shipments of imported articles, etc.; also showing actual rates applied during the first six months of 1902 on import and domestic traffic as distinguished from the published or tariff rates, etc. March 2, 1903. 34 pp. 8°.

United States. *57th Congress, 2d session.* House report no. 3375. Bill requiring returns from corporations, prohibiting rebates, etc. Report from the Committee on the judiciary, January 26, 1903. 36 pp. 8°.

————— House report no. 3375, pt. 2. *Same.* Views of the minority. January 29, 1903. 8 pp. 8°.

————— House report no. 3375, pt. 3. *Same.* Views of R. Wayne Parker. January 31, 1903. 4 pp. 8°.

————— House report no. 3375, pt. 4. *Same.* Views of R. M. Nevin. January 31, 1903. 2 pp. 8°.

————— House of Representatives. Hearing before the subcommittee on trust legislation. Dec. 13-16, 1902. 67 pp. 8°. Caption-title.

————— S. 6659. A bill for the regulation of trusts and corporations engaged in international or interstate commerce. 10 pp. 4°.

Introduced by Mr. Hoar, Dec. 17, 1902; read twice and referred to the Committee on the judiciary.

————— *Congress. House. Committee on interstate and foreign commerce.* Hearings before the Committee . . . [April 8-June 17, and February 4, 1902] on the bills to amend the interstate commerce law (H. R. 146, 273, 2040, 5775, 8337, and 10930).

Washington: Government printing office, 1902. 573 pp. 8°.

Running title: Interstate-commerce law.

————— *Department of commerce and labor. Bureau of statistics.* Trunk line traffic and differential rates. Including tables of traffic receipts and shipments, and freight rates on grain, flour, provisions and live stock from interior cities to seaboard.

(*In* Monthly summary of commerce and finance, no. 10, series 1903-1904, April, 1904, pp. 3959-4006. Washington, 1904. 4°.)

————— *Department of state.* Report on the relations of the governments of the nations of Western Europe to the railways, prepared by Simon Sterne. Feb. 17, 1887. 45 pp. 8°. (*49th Congress, 2d session. Senate miscellaneous document no. 66.*)

————— *Industrial commission.* Reports.

Washington: Government printing office, 1900-1902. 19 vols.

Maps. Facsimiles. Tables. Diagrams. 8°.

Vols. 4 and 9 are devoted to transportation and include evidence on the government ownership of railroads. In the final report of the Commission, vol. 19, pp. 481-484, recommendations on the subject of transportation are made. Vols. 12 and 17 are partly concerned with the subject.

United States. *Interstate commerce commission.* Annual reports. 1-17.

Washington: Government printing office, 1887-1903. 17 vols. 8°.

——— Changes in transportation charges, etc. Letter transmitting statement respecting cases in which it has ordered any change in transportation charges, in the classification of freights, or in practices affecting such charges, as directed by resolution of the Senate adopted March 18, 1896. Dec. 21, 1896. 36 pp. 8°. (*54th Congress, 2d session. Senate document no. 30.*)

——— Complaints against railroad companies. Letter from the Chairman of the Interstate commerce commission transmitting a statement of complaints made to it against railroad companies. April 30, 1900. 6 pp. 8°. (*56th Congress, 1st session. Senate document no. 319.*)

——— Joint traffic association. Letter from the Interstate commerce commission, transmitting, so much of the testimony taken by the commission in the proceedings known as the New York produce exchange case and the grain investigation case of 1897 as relates to the Joint traffic association agreement and any action thereunder in the pooling traffic or otherwise. Feb. 11, 1898. 160 pp. 8°. (*55th Congress, 2d session. Senate document no. 133.*)

——— Letter from the Interstate commerce commission, transmitting the oral testimony taken by the Interstate commerce commission in the investigation of grain routes at Missouri river points. Feb. 8, 1897. 531 pp. 8°. (*54th Congress, 2d session. Senate document no. 115.*)

——— National association of railway commissioners. Proceedings. *Washington: Government printing office, 1889-1901. 13 vols. 8°.*

——— Railways in the United States in 1902. [Pts. II, IV, V.] *Washington: Government printing office, 1903. 3 vols. 4°.*

Pt. II. A forty-year review of changes in freight tariffs. Prepared by the auditor of the Commission.

Pt. IV. State regulation of railways. Prepared by the statistician to the commission.

Pt. V. State taxation of railways and other transportation agencies. Prepared by the statistician to the commission.

——— *Supreme court.* *United States v. Trans-Missouri freight association.* Decision rendered March 22, 1897. 47 pp. 8°. (*55th Congress, 1st session. Senate document no. 12.*)

United States. *Treasury department. Bureau of statistics.* First annual report on the internal commerce of the United States, by Joseph Nimmo, jr. For the year ending June 30, 1876.

Washington: Government printing office, 1877. 215, (3), iv, 257 pp. Folded maps. Folded charts. 8°.

Issued as "Part second of the annual report of the Chief of the Bureau of statistics on the commerce and navigation of the United States."

Contains reports of investigations of economy of transport by rail; The competitive forces which exert a controlling influence over the commerce between the West and the seaboard with respect to the commercial interests of Boston, New York, Philadelphia, and Baltimore; The regulation of the railroads by the state; The regulation of rail rates through the competition of water-lines; The regulation of railroads through the competition of one or more railroads owned and controlled by the national government or by cities or states; and The railroad question in foreign countries.

————— *Same.* Annual report. December 1, 1879.

Washington: Government printing office, 1879. xi, (1), 250 pp. Folded map. 8°.

Contains reports on The commerce of the cities of Saint Louis, Louisville, and Cincinnati with the states south of the Ohio river and south of the state of Missouri; Comparative growth of traffic on railroads and on the Erie canal in the commerce between the west and the seaboard; and The relations of the railroads to the public interests.

————— *Same.* July 1, 1881.

Washington: Government printing office, 1881. viii, 239 pp. Folded maps. 8°.

Contains reports on Railroad confederations or pooling organizations; Governmental regulations of railroads; The competition between water lines and railroads and the competition of commercial forces; The commercial, industrial, and transportation interests of Cincinnati, Chicago, Saint Louis, Louisville, and Kansas City.

————— *Same.* For the fiscal year 1881-82.

Washington: Government printing office, 1884. vi, (2), 309 pp. Folded maps. 8°.

Principally devoted to the commercial, industrial, and transportation interests of Saint Louis.

————— *Same.* December 31, 1884.

Washington: Government printing office, 1885. vii, (3), 172 pp. Folded maps. 8°.

"The present report relates especially to the transcontinental railroads of the United States and the railroads of the contiguous countries, the Dominion of Canada and the Republic of Mexico."

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United States. *Treasury department. Bureau of statistics. Annual report.* May 6, 1885.

Washington: Government printing office, 1885. 562 pp. Folded maps. 8°.

"The present report relates especially to the commercial, industrial, and transportation interests of the Pacific coast, to the movement of the cotton crop, and to the range and ranch cattle business of the United States."

————— *Same.* Report by Wm. F. Switzler. December 20, 1886. The commercial, industrial, transportation, and other interests of the Southern states.

Washington: Government printing office, 1886. xcii, 738 pp. Folded map. Folded diagrams. 8°.

————— *Same.* January 30, 1888. Special report on the commerce of the Mississippi, Ohio, and other rivers, and of the bridges which cross them.

Washington: Government printing office, 1888. vii, 591 pp. Maps. 8°.

————— *Same.* For the fiscal year 1889. The commercial, industrial, transportation, and other interests of Arkansas, Colorado, Dakota, Indian Territory, Kansas, Missouri, Montana, Nebraska, New Mexico, Texas, and Wyoming.

Washington: Government printing office, 1889. xxxii, 897 pp. 8°.

————— *Same.* Report for the year 1890, by S. G. Brock. The commercial, industrial, transportation, and other interests of Alaska, Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington.

Washington: Government printing office, 1891. xcix, 1174 pp. Folded map. Folded tables. 8°.

————— *Same.* For the year 1891. The commerce of the Great Lakes, the Mississippi river and its tributaries.

Washington: Government printing office, 1892. (2), iii, (1), lxi, (1), 96 pp. Folded map. 8°.

Van Oss, S. F. American railroads as investments. A handbook for investors in American railroad securities.

New York: G. P. Putnam's sons, 1898. xv, (1), 815, (2), vii pp. Colored maps. 8°.

Virtue, George Ole. The anthracite combinations.

(In *Quarterly journal of economics*, vol. 10, April, 1896, pp. 296-323.)

Voorhees, Theodore. High speed railroad travel.

(*In* Compendium of transportation theories, pp. 148-152. Washington, D. C., 1893. 8°.)

Walker, Aldace F. The amendment of the interstate commerce law.

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—— The pooling of railway earnings.

(*In* Railway magazine, vol. 2, Feb., 1897, pp. 113-123.)

—— Railway associations.

(*In* Compendium of transportation theories, pp. 277-295. Washington, D. C., 1893. 8°.)

—— The Western traffic association.

(*In* The Forum, vol. 13, Aug., 1892, pp. 743-756.)

Weyl, Walter E. The passenger traffic of railways.

Published for the University, Philadelphia, 1901. 249 pp. 8°. (Publications of the University of Pennsylvania. Series in political economy and public law, no. 16.)

White, Henry Kirke. History of the Union Pacific railway.

Chicago: The University of Chicago press, 1895. (4), 129 pp. Diagrams. Folded tables. 8°. (Economic studies of the University of Chicago, no. 2.)

Wilson, James F. Extract from the argument of James F. Wilson, on the Reagan inter-state commerce bill, delivered before the Committee on commerce of the House of Representatives, January 20, 1880. A western view of the question.

Washington, D. C.: National Republican printing house, 1880. 10 pp. 8°.

Wilson, S. Otho. Minority report [of the Committee on government ownership, control, and regulation of railways].

(*In* United States. Interstate commerce commission. Proceedings of a national convention of railroad commissioners, May 19 and 20, 1896, pp. 78-82. Washington, 1896. 8°.)

Wilson, William Bender. History of the Pennsylvania railroad company; with plan of organization, portraits of officials, and biographical sketches.

Philadelphia: Henry T. Coates & company, 1899. 2 vols. Plates. Portraits. 8°.

LIST OF RECENT WORKS RELATING TO GOVERNMENT REGULATION AND
GOVERNMENT OWNERSHIP OF RAILROADS

Acworth, William Mitchell. The railways of England. 5th edition.
With 67 illustrations.

London: John Murray, 1900. xxiv, 480 pp. 8°.

American academy of political and social science. [Federal
regulation of corporations.]

Philadelphia: American academy of political and social
science, 1905. (2), 173 pp. 4°. (*American academy of
political and social science. Annals, vol. xxvi, no. 3.*)

CONTENTS.—National regulation of railroads [by] M. A. Knapp.
Limitations upon national regulation of railroads [by] O. E.
Butterfield. Federal control of interstate commerce [by]
H. E. Montgomery. Constitutional difficulties of trust regu-
lation [by] W. Bigelow. The relation of auditing to public
control [by] F. A. Cleveland. . . .

Beale, Joseph Henry, jr., and Bruce Wyman. The law of rail-
road rate regulation, with special reference to American
legislation.

Boston: W. J. Nagel, 1906. lii, 1285 pp. 8°.

"This work will fill a general demand of the profession for
a comprehensive and reliable work covering its subject. It
deals with the subject from a broader standpoint than that
of the Interstate Commerce Act alone. The authors consider
the common law rules, the state statutory regulations, the
Interstate Commerce Act, the decisions of the Interstate Com-
merce Commission, and the decisions of the state and federal
courts. The present general demand for such a work is due
to the Interstate Act Amendments of 1906, the age of all
works on the subject, except those of Snyder and Judson,
and the fact that they fail to deal with the common law and
state statutes, which are at the very foundation of this sub-
ject." *Harvard law review, vol. xx, Feb., 1907: 340.*

Berge, George W. The free pass bribery system, showing how the
railroads, through the free pass bribery system, procure the
government away from the people.

Lincoln, Nebr.: The Independent publishing company, 1906.
xiv, 313 pp. Frontispiece. 12°.

Argues for government control and regulation.

Calvert, Thomas Henry. Regulation of commerce under the federal Constitution.

Northport, N. Y.: Edward Thompson company, 1907. xiv, 380 pp. 8°. (Studies in constitutional law.)

Part I. The constitutional provisions and the general power of Congress and the states; Part II. Subjects of regulation: . . . Transportation of persons and property generally; Railroad and express companies.

Collier, Robert. Report on United States railways. Presented to both Houses of Parliament by command of His Majesty, February, 1905.

London: Printed for His Majesty's stationery office, 1905. 45 pp. 8°. (Great Britain. Diplomatic and consular reports. Miscellaneous series, 1905. No. 627.)

Among the contents, the following may be noted: Revenue and expenditure, p. 5; General legislation and functions of Interstate commerce commission, pp. 5-8; Taxation of railways, p. 8; State laws, p. 9; and Goods rates, pp. 11-16.

Cunningham, William. Should our railways be nationalized? 4th and enlarged ed.

Dunfermline: A. Romanes & son, "Press" office, 1906. 295 pp. 8°.

The writer has collected a quantity of miscellaneous material to support his argument for government ownership in England.

Dietler, Hans. The regulation and nationalization of the Swiss railways.

Philadelphia: American academy of political and social science, 1899. 62 pp. 8°. (Publications of the American academy of political and social science, no. 250.)

Translated from the German by B. H. Meyer. Gives synopsis of the federal law of October 15, 1897, providing for repurchase of railways.

Eltzbacher, O. Modern Germany; her political and economic problems, her policy, her ambitions, and the causes of her success.

London: Smith, Elder, & co., 1905. ix, 346 pp. 8°.

Contains chapter on the "railways and the railway policy of Germany," which compares the railway systems of Great Britain and Germany to the disadvantage of the former. Quotes statistics in support of this argument. "The foregoing facts and figures clearly prove the wisdom of Bismark's policy and the immense superiority of the German State-owned railways over the British private railways."

Fink, Henry. Regulation of railway rates on interstate freight traffic. 2d ed.

New York: The Evening post job printing office, 1905. v, 236 pp. 8°.

CONTENTS.—I. Regulation by the railroads, or self-government. II. Regulation by the federal government. III. Additional legislation.

Great Britain. *Foreign office. Diplomatic and consular reports. Miscellaneous series, 1902, no. 574.* Germany. Report on Prussian railways. Presented to both Houses of Parliament, by command of His Majesty, February, 1902.

London: Harrison & sons, 1902. 56 pp. 8°.

An historical survey of the operation and administration of Prussian railroads from the beginning of State ownership down to 1901.

————— *Annual series, no. 3343.* Finances and general economic conditions of Austria-Hungary for the years 1900–04. Presented to both Houses of Parliament, April, 1905.

London, 1905. 134 pp. 8°.

Contains a survey of the railroad system of Austria-Hungary, with statistical tables showing the operations for a series of years, and an account of the programme of new state railways for 1900–1904.

Haines, Henry S. Restrictive railway legislation.

New York: The Macmillan company, 1905. 1w, (1), 355 pp. 12°.

Substance of a course of lectures delivered at the Boston University School of Law. Traces beginnings of railroad history, discusses railroad corporations, finance, construction, operation, traffic, rate-making, regulation of rates, state railroad commissions, pending legislation affecting interstate commerce, state control of corporations engaged in public service, and devotes a chapter to general conclusions.

The author believes in private ownership under government supervision, the Interstate Commerce Commission to be furnished with power to fix rates in specific cases coming before it, but not with general rate-making powers.

Hendrick, Frank. The power to regulate corporations and commerce; a discussion of the existence, basis, nature, and scope of the common law of the United States.

New York and London: G. P. Putnam's sons, 1906. lxxii, 516 pp. 8°.

"The author's conclusion is that the power of the Government of the United States to regulate corporations and commerce is ample and that it should be exercised fully in accordance with Gladstone's plan of '*working the institutions of the country*'—i. e., by putting into effective operation the existing machinery of the Government. The author aims to show that activity in investigation and prosecution by executive departments and administrative commissions, cooperation therewith and support thereof by the legislative, and confident resort to the courts by individuals and public officers for the protection of rights under statutes, the common law, and the Constitution, will result in the regulation of corporations and commerce to the satisfaction of commercial and financial interests and of the public, but that unconstitutional legislation and the attempt of the executive and legislative to reduce the efficiency of the courts and to prevent resort to them will delay the solution of present problems and aggravate them in the future."

Hoff, Wilhelm, and F. Schwabach. Nordamerikanische Eisenbahnen. Ihre Verwaltung und Wirtschaftsgebarung. Berlin: J. Springer, 1906. xii, 377, (1) pp. *Folded map.* 8°.

CONTENTS.—Vorwort. Unsere in den Vereinigten Staaten ausgeführten Reisen. Beobachtungen allgemeiner Art, insbesondere über das Reisen auf den Eisenbahnen. Die Eisenbahnverwaltungssysteme und die sonstigen wichtigeren Beziehungen der Eisenbahnverwaltungen zu einander. Die Organisation der einzelnen Eisenbahnverwaltungen. Beamtentum und Arbeiterwesen. Wohlfahrtsanrichtungen für das Eisenbahnpersonal. Anhang: Vortrag des geheimen Sanitätsrats Dr. Schwechten über Bahnarztverhältnisse und Eisenbahnhygiene in Nordamerika, gehalten in Berliner Bahnärzte-Verein am 7. April 1905. Personen- und Gepäckverkehr. Güterverkehr. Die Beziehungen der Eisenbahnen der Vereinigten Staaten zur Postverwaltung, zu der Pullman-Gesellschaft und zu den Express- und Telegraphengesellschaften. Haushalt und Finanzergebnisse. Die staatliche Aufsicht über die Eisenbahnen. Rückblicke und allgemeine Schlussbetrachtungen.

A translation was recently published at New York too late for insertion here. (*See p. 3, ante.*)

Interstate commerce law convention, St. Louis, 1904. Proceedings of the Interstate commerce law convention held at St. Louis, Missouri, October 28 and 29, 1904. [*n. p., 1904?*] 56 pp. 8°.

Cover-title.

Contains addresses of Hon. John D. Kernan, Hon. William Larrabee, Judge Samuel H. Cowan, Hon. David R. Francis. These addresses are also published under separate cover with the title "Amendment of the Interstate commerce law."

Interstate commerce law convention, *Chicago, 1905.* Proceedings of the Interstate commerce law convention held at Chicago, Illinois, October 26 and 27, 1905.

[*n. p., 1905?*] 140 pp. 8°.

Cover-title.

Contains the following speeches: S. R. Van Sant, pp. 13-23; J. A. Frear, pp. 50-59; Railway rate legislation, by Joseph H. Call, pp. 86-99; Address by Edward Rosewater, pp. 99-112; Statement of William Larrabee, pp. 112-115; Some reflections as to President Roosevelt's recommendations for Government regulation of freight rates through the administrative arm of the Government rather than through the judiciary, by Silas W. Gardiner, pp. 115-118; Regulation of railroads by means of a commission the only remedy. The subject can not be relegated to the courts, by S. H. Cowan, pp. 120-135.

Jones, Paul. The commercial power of Congress.

New York: Privately printed, 1904. (6), 245 pp. 8°.

An historical survey of the constitutional interpretation of the commerce clause of the Constitution and of its application, with citations of court decisions. The subjects of the commercial power considered include navigable waters, suppression of monopoly, regulation of state corporations, states' powers, federal power of regulation, etc.

Judson, Frederick Newton. Federal rate bill, immunity act, and negligence law, of 1906.

Chicago: T. H. Flood & co., 1906. 40 pp. 8°.

—— The law of interstate commerce and its federal regulation.

Chicago: T. H. Flood & co., 1905. xix, 509 pp. 8°.

Laughlin, James Laurence. Industrial America; Berlin lectures of 1906.

New York: C. Scribner's sons, 1906. viii, (4), 261 pp. Maps. Diagrams. 8°.

CONTENTS.—I. American competition with Europe. II. Protectionism and reciprocity. III. The labor problem. IV. The trust problem. V. The railway question. VI. The banking problem. VII. The present status of economic thinking in the United States.

McPherson, Logan G. The working of the railroads.

New York: Henry Holt and company, 1907. 273, viii pp. 8°.

"Relations to the public and the state," pp. 234-269.

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New York, London: The Macmillan company, 1905. xxvii, 486 pp. Folded map. 8°.

Opposed to government ownership. Criticized by H. C. Adams in the Yale review, February, 1906, and by B. H. Meyer in the Journal of political economy, February, 1906. The author replies to criticisms by B. H. Meyer, von der Leyen and Willard Fisher in the Journal of political economy for April, 1906.

Mulford, Herbert B. and Trumbull White. The "square deal;" or, Flashes from the business searchlight.

[Chicago, 1905] 426 pp. Illustrations. Plates. Portraits. 4°.

"The greatest of all monopolies—The railroad trust, pp. 167-175;" Danger in railroad monopoly," pp. 177-181; "Railway abuses laid bare," pp. 183-192.

Mundy, Floyd Woodruff, ed. The earning power of railroads, 1906; with tables and notes showing facts as to earnings, capitalization, dividends, mileage, etc., of one hundred and twenty-five railroads in the United States and Canada.

New York city: Metropolitan advertising co., 1906. 290 pp. 12°.

Newcomb, Harry Turner. Railway rate regulation in foreign countries.

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CONTENTS.—United Kingdom; On the Continent; France; Austria-Hungary; Italy; Germany; Conclusions.

—— The work of the Interstate commerce commission. With which have been reprinted certain editorial and other articles throwing light upon the proposed amendment of the Interstate commerce law.

Washington: Press of Gibson brothers, 1905. 102 pp. Folded table. 8°.

Opposed to government regulation.

Noyes, Walter Chadwick. American railroad rates.

Boston: Little, Brown and company, 1905. (10), 277 pp. 8°.

This writer is a judge of the court of common pleas in Connecticut, and a railroad president. Argues that the railroads should favor conservative legislation. In a chapter on "Federal regulation" he discusses effective legislation and proposes:

First. A special court should be created in accordance with the constitutional provisions concerning the federal judiciary. Complaints made by persons aggrieved—or in their behalf by a public official or board—that specific railroad rates upon interstate traffic are unreasonable and unjust should be presented to this court. After speedy notice to the carrier the court should summarily inquire into the reasonableness of the rate complained of. If found reasonable, the complaint should be dismissed; if found unreasonable, the court should enjoin its further collection. This would end the function of the court.

Second. In case a rate were found unreasonable all the papers in the case, together with the evidence, should be certified to the Interstate Commerce Commission, which should be empowered, upon an inspection of the papers, to then make a maximum rate to take the place of that found unreasonable by the court. The rate prescribed should remain in force a prescribed time, but should be subject to modification by the Commission. No hearing before the Commission would be necessary or expedient. Speedy action would be possible and should be required.

Parsons, Frank. The heart of the railroad problem; the history of railway discrimination in the United States, the chief efforts at control and the remedies proposed, with hints from other countries.

Boston: Little, Brown, and company, 1906. viii, 364, (2) pp. 8°.

—— Private monopoly in transportation contrasted with public ownership and cooperative operation.

(In United States. Industrial commission. Reports, vol. 9, pp. 123–193, 883–890. Washington, 1901. 8°.)

—— The railways, the trusts, and the people . . . With the assistance of Ralph Albertson. Ed. . . . by C. F. Taylor. *Philadelphia: C. F. Taylor, [1905]. 2 vols. in 1. Diagrams. 8°. (Equity series, vol. vii, no 3–4.)*

CONTENTS.—Part I. Relations of the railways to the public.
Part II. The railroad problem in the light of comparative railroad history covering the leading systems of three continents.

Patterson, Christopher Stuart. The United States and the states under the constitution. 2d ed., with notes and references to additional authorities, by Robert P. Reeder.

Philadelphia: T. & J. W. Johnson & co., 1904. xli, 347 pp. 8°.

Federal regulation of interstate transportation, The Interstate commerce act, pp. 106–114.

"This new edition follows the plan of the former, but much new and important matter has been introduced. The Insular Cases, the Anti-Trust Act, and problems arising out of State Regulation of Railroad Rates are discussed at length; the Interstate Commerce Act has been carefully considered, and the host of decisions upon provisions of the Fourteenth Amendment has been collected, a concise yet comprehensive statement being given of the decisions of the Supreme Court upon 'due process of law' and upon 'the equal protection of the laws.'" *Amer. law reg. Jan. '05, p. vi.*

Pratt, Edwin A. Railways and their rates, with an appendix on the British canal problem.

London: J. Murray, 1905. ix, 361 pp. Plates. 8°.

CONTENTS.—Introductory; Railway rates legislation; Railway finance; Taxation of railways; Classification and leading principles; Equal mileage rates; Preferential and differential rates; General British conditions; The Southampton case; Sundry services; The carriage of dead meat; The fish traffic; Fruit and vegetables; General continental conditions; The railways of France; The railways of Germany; The railways of Holland; The railways of Belgium; The railways of Denmark; Conclusion; Appendix: The British canal problem.

"Portions of some of the chapters are reproduced from a series of articles in *The Times*. The book is on the side of the railway companies, and an unsuccessful attempt is made to show that such of them as have bought up many of the canals of this country have done their duty to the public with regard to the waterways." *Athenæum, June 3, 1905.*

Prentice, Ezra Parmalee. The federal power over carriers and corporations.

New York, London: The Macmillan company, 1907. xi, 244 pp. 8°.

Discusses from the constitutional standpoint the federal control of railroads and contends for state against national regulation.

Priestley, Neville. Report (dated 30th December, 1903) on the organization and working of railways in America.

London: Printed by Eyre and Spottiswoode, 1904. 128 pp. Illustrations. Folded plate. F°.

Randolph, Carman Fitz. An examination of federal powers in respect of railways.

New York [1905]. 101 pp. 4°.

Ripley, William Z. President Roosevelt's railway policy. I. The problem. II. The remedies. Reprinted from the Atlantic monthly for September and October, 1905. 23 pp. 8°.

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Urges federal control.

"A recent compilation shows that, of 316 freight rate cases decided by the Interstate Commerce Commission, fifty-four per cent—practically one-half—turned in favor of the complainant. . . . Were the orders of the Commission to become effective at once, the losses incident to errors afterwards corrected by the courts would be distributed in about equal proportions. At present all the penalty of a mistake falls upon the shipper and the public; the railway always goes scot-free. An impartial Commission should be clothed with power to distribute these onerous burdens, by prescribing the temporary rate."

Ripley, William Z., ed. *Railway problems.*

Boston, New York [etc., 1907]. xxxii, 686 pp. 8°. (Selections and documents in economics.)

CONTENTS.—Introduction, by William Z. Ripley, pp. ix-xxxii; A chapter of Erie, by Charles Francis Adams, pp. 1-61; Standard oil rebates, by Ida M. Tarbell, pp. 62-77; The building and cost of the Union Pacific, by Henry Kirke White, pp. 78-97; The Southern railway and steamship association, by Henry Hudson, pp. 98-122; The theory of railway rates, by Frank W. Taussig, pp. 123-144. Unreasonable rates: The Cincinnati freight bureau case, pp. 145-178; The maximum freight rate decision, pp. 179-189. Relative rates: The Hutchinson, Kansas, salt case, pp. 190-202; The Eau Claire, Wis., lumber case, pp. 203-223. Unreasonable rates: The Savannah naval stores case, pp. 224-237; Relative rates: The Chattanooga case, pp. 238-268. The long and short haul clause: The St. Cloud, Minn., case, pp. 269-285; The Savannah fertilizer case, pp. 286-308. The Trunk line rate system, by William Z. Ripley, pp. 309-332. The Southern basing point system: The Troy, Ala., case, pp. 333-353; The Alabama Midland decision, pp. 354-362; The Dawson, Ga., case, pp. 363-377; The Southern rate system: The Danville, Va., case, pp. 378-404; Transcontinental freight rates: The St. Louis business men's league case, pp. 405-440; Export and domestic rates, pp. 441-475. Freight classification: The Hatters' furs case, pp. 476-483; Economic waste in transportation, by William Z. Ripley, pp. 484-516; The Northern securities company, by Balthasar H. Meyer, pp. 517-530; The Interstate commerce law as amended in 1906, by Frank H. Dixon, pp. 531-556; Reasonable rates, by Alton D. Adams, pp. 557-578; The doctrine of judicial review, by H. S. Smalley, pp. 579-601; The English railway and canal commission of 1888, by S. J. McLean, pp. 602-651; Railway regulation in France, by W. H. Buckler, pp. 652-659; Railway ownership in Germany, by Balthasar H. Meyer, pp. 660-682.

Ross, Hugh Munro. *British railways; their organisation, and management.*

London: E. Arnold, 1904. vii, 245, (1) pp. Illustrations. 12°.

Russell, Charles Edward. The greatest trust in the world.

New York: The Ridgway-Thayer company, 1905. viii, 252 pp. 8°.

On the beef trust. Contains a chapter on "The surrender of railroads."

Smalley, Harrison Standish. Railroad rate control in its legal aspects; a study of the effect of judicial decisions upon public regulation of railroad rates.

[*New York: Published for the American economic association by Macmillan, 1906. v, 147 pp. 8°. (Publications of the American economic association, 3d ser., vol. vii, no. 2.)*

An examination of the doctrine of judicial review in law and practice concludes that the power to reduce rates and enforce rate regulation are greatly impaired by judicial review. To overcome the difficulties the author suggests certain remedies; a constitutional amendment, provision for compensation to railroads, prohibition of injunctions, speedy trials, and special courts, etc.

Smythe, William E. Constructive democracy; the economics of a square deal.

New York: The Macmillan company, 1905. vii, (1), 457 pp. 8°.

Analyzes the times, finding four pressing problems, namely, those of monopolies, political corruption resulting from plutocracy, relations between capital and labor, and, lastly, the element of men and women who find themselves "surplus" in an economic sense. The genius of the American people is constructive and democracy must express itself at last in terms of absolute industrial equality. In the last section, religion is named as a function to this end. Topics discussed include railroads, government ownership, trusts, federal license of corporations, irrigation, etc.

Snyder, William Lamartine. The interstate commerce act and federal anti-trust laws, including the Sherman act; the act creating the Bureau of corporations; the Elkins act; the act to expedite suits in the federal courts; acts relating to telegraph, military, and post roads; safety appliance law affecting equipment of cars used in inter-state commerce, with all amendments. With comments and authorities and a Supplement.

New York: Baker, Voorhis & company, 1906. 2 vols. Frontispiece (Map). 8°.

The supplement contains the text of the railroad rate law of 1906, and notes of judicial decisions since the publication of the earlier work, the decisions being brought down to

August, 1906. The introduction to the work contains a critical review and analysis of the recent legislation concerning common carriers.

Spearman, Frank Hamilton. The strategy of great railroads.

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Spelling, Thomas Carl. Bossism and monopoly.

New York: D. Appleton and company, 1906. ix, (1), 358 pp. 12°.

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Spencer, Samuel. Interstate commerce. Brief, as to proposed new legislation. Prepared by Samuel Spencer and David Willcox.

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New York: McClure, Phillips & co., 1906. xxiii, 294 pp. 12°.

Contains—Wisconsin: Representative government restored.—The story of La Follette's war on the railroads that ruled his state; New Jersey: A traitor state, Part I. The conquest: Showing how the Pennsylvania railroad seized the government; Part II. The betrayal: Showing how this bought state sold out the United States to the trusts for money.

United States. Bureau of corporations. Report of the Commissioner of corporations on the transportation of petroleum. May 2, 1906.

Washington: Government printing office, 1906. xxvii, 512 pp. Maps. Facsimiles. Diagrams. 8°.

CONTENTS.—Summary; General conditions of oil transportation: Introduction; General methods of transportation and rate-making; Location of refineries in relation to transportation

conditions; Discrimination between standard and competitive shipping points; Secret rates and the manner of arranging them; Tank-car and package shipping. Middle Atlantic states: Advantageous location of the Standard oil company's refineries; Secret railroad rates; Use of secret rates on interstate business into Vermont; Open arrangement of rates. Atlantic coast territory: New England; Rates on petroleum to points in the South Atlantic states. North Central states: Comparison of rates from Whiting east and from competing refineries west to intermediate points; Comparison of rates from Whiting and from competing refining points to Ohio river crossings; Rates from Whiting and from competing refineries to lower Michigan; Rates from Whiting and from competing refineries into Indiana; Rates from Whiting and from competing refining points into Illinois; Conclusion. Western and Northwestern states: General conditions of oil transportation; Special cases of discrimination. South Central states: General statement of conditions; The Grand Junction combination; Combination based on secret rates from Whiting to Evansville; Discriminations in published rates to points on the lower Mississippi river and the gulf; Summary comparison of former rates from Whiting with rates from competitive refineries; Comparison of present open rates from Whiting and competing refining points to the south; Discriminations in favor of the Standard refinery at Parkersburg, W. Va.; Rules of southern railways regarding oil traffic. Southwestern states: Rate to East St. Louis; General rate conditions in southwestern territory; Special rate conditions in the southwest. Kansas territory field: Rates and rate changes; Arbitrary weights on crude oil and its products. California: Distinctive features of the California oil problems; Extent and form of discriminations in oil rates; Secret rates and rebates of the Southern Pacific company; Secret rates and rebates of the Santa Fe; Other irregularities and recent changes; Open arrangement of California oil rates; Discriminations in supply of equipment; Discriminations in the purchase of railroad fuel supplies.

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Washington: Government printing office, 1906. 49 pp. 8°.
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Submitted by Mr. Hepburn.

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- United States.** *Interstate commerce commission.* Railroad discriminations and monopolies in coal and oil. Letter from the chairman of the Interstate commerce commission submitting a report of an investigation of the subject of railroad discriminations and monopolies in oil. January 28, 1907. 14 pp. 8°.
(59th Congress, 2d session. House document no. 606.)

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(In U. S. Interstate commerce commission. 4th annual report, December 1, 1890, pp. 303-362. Washington, 1890. 8°.)

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CONTENTS.—Interstate commerce law: act of February 4, 1887, and act of June 29, 1906, in parallel columns. An act in relation to testimony before the Interstate commerce commission, February 11, 1903. An act defining immunity, June 30, 1906. An act to expedite the hearing and determination of suits, February 11, 1903. An act requiring common carriers engaged in interstate commerce to make full reports of all accidents to the Interstate commerce commission, March 3, 1901. Index.

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- 1881.** The duty and power of Congress to regulate railroad monopolies—their power and wealth dangerous to the republic. Speech of A. M. Scales in the House of Representatives, March 1, 1881.
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- 1884.** Powers of Congress relative to interstate commerce. Speech of Senator James F. Wilson, April 25, 1884.
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- 1884.** Interstate commerce. Speech of Senator Shelby M. Cullom, July 4 and 5, 1884.
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- 1884.** Speech of John H. Reagan in the House of Representatives, December 2, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 28-32.)
Accompanying, on pp. 26-28, is the text of the bill under discussion, with the substitute proposed by Mr. Reagan.

- 1884.** Speech of Edward W. Seymour in the House of Representatives, Dec. 3, 1884.
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- 1884.** Speech of Samuel R. Peters in the House of Representatives, Dec. 3, 1884.
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- 1884.** Speech of John A. Anderson in the House of Representatives, Dec. 4, 1884.
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- 1884.** Speech of B. F. Shively in the House of Representatives, Dec. 4, 1884.
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- 1884.** Speech of John V. L. Findlay in the House of Representatives, Dec. 8, 1884.
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- 1884.** Speech of Charles O'Neill in the House of Representatives, Dec. 8, 1884.
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- 1884.** Speech of A. J. Warner in the House of Representatives, Dec. 8, 1884.
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- 1884.** Speech of Ethelbert Barksdale in the House of Representatives, Dec. 9, 1884.
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- 1884.** Speech of George R. Davis in the House of Representatives, Dec. 9, 1884.
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- 1884.** Speech of Roswell G. Horr in the House of Representatives, Dec. 9, 1884.
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- 1884.** Speech of Charles E. Boyle in the House of Representatives, Dec. 9, 1884.
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- 1884.** Speech of Archibald J. Weaver in the House of Representatives, Dec. 9, 1884.
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- 1884.** Speech of John P. Stewart in the House of Representatives, Dec. 10, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 161-166.)
- 1884.** Speech of Oscar Turner in the House of Representatives, Dec. 10, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 166-169.)
- 1884.** Speech of James H. Budd in the House of Representatives, Dec. 10, 1884.
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- 1884.** Speech of John R. Glascock in the House of Representatives, Dec. 11, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 188-192.)
- 1884.** Speech of Poindexter Dunn in the House of Representatives, Dec. 11, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 192-196.)
- 1884.** Speech of Gilbert M. Woodward in the House of Representatives, Dec. 11, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 196-199.)
- 1884.** Speech of William McAdoo in the House of Representatives, Dec. 11, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 199-200.)
- 1884.** Speech of Thomas J. Wood in the House of Representatives, Dec. 11, 1884.
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- 1884.** Interstate commerce. Speech of William P. Hepburn in the House of Representatives, Dec. 11, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 3, appendix, pp. 8-10.)

- 1884.** Speech of Martin Linn Clardy in the House of Representatives, Dec. 16, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 285-287.)
- 1884.** Speech of John H. Reagan in the House of Representatives, Dec. 16, 1884.
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- 1884.** Interstate commerce. Speech of John B. Storm in the House of Representatives, Dec. 16, 1884.
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- 1884.** Interstate-commerce bills. Some discursive observations. Speech of Charles A. Sumner in the House of Representatives, Dec. 16, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 3, appendix, pp. 16-26.)
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(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 3, appendix, pp. 63-64.)
- 1884.** Interstate commerce. Speech of James Laird in the House of Representatives, Dec. 16, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 3, appendix, pp. 192-197.)
- 1884.** Interstate commerce. General debate in the House of Representatives, Dec. 17, 1884.
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- 1884.** Speech of Senator Shelby M. Cullom, Dec. 18, 1884.
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- 1884.** Interstate-commerce bill. General debate in the House of Representatives, Dec. 18, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 333-345.)
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- 1884.** Speech of Senator James Z. George, Dec. 19, 1884.
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- 1884.** Interstate commerce. General debate in the House of Representatives, Dec. 20, 1884.
(*In Congressional record*, 48th Congress, 2d session, vol. 16, pt. 1, pp. 397-400.)
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- 1884.** Interstate commerce. General debate in the House of Representatives, Dec. 20, 1884.
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- 1885.** Speech of Senator William J. Sewell, Jan. 5, 1885.
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- 1885.** Speech of Senator Thomas F. Bayard, Jan. 7, 1885.
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- 1885.** Interstate commerce. General debate in the House of Representatives, Jan. 7, 1885.
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- 1885.** Speech of Senator Augustus H. Garland, Jan. 9, 1885.
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- 1885.** Speech of Senator Zebulon B. Vance, Jan. 9 and 13, 1885.
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- 1885.** Speech of Senator Thomas F. Bayard, Jan. 13, 1885.
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- 1885.** Speech of Senator William B. Allison, Jan. 14, 1885.
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- 1885.** Speech of Senator Charles H. Van Wyck, Jan. 16, 1885.
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- 1885.** Speech of Senator Johnson N. Camden, Jan. 17, 1885.
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- 1885.** Speech of Senator James B. Beck, Jan. 20, 1885.
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- 1885.** Speech of Senator Samuel Bell Maxey, Jan. 20, 1885.
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- 1885.** Speech of Senator Richard Coke, Jan. 21, 1885.
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- 1885.** Speech of Senator James L. Pugh, Jan. 30, 1885.
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- 1885.** Speech of Senator Benjamin Harrison, Feb. 2, 1885.
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- 1885.** Speech of Senator Zebulon B. Vance, Feb. 3, 1885.
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- 1885.** Speech of Senator John Sherman, Feb. 3, 1885.
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- 1885.** Speech of Senator John E. Kenna, Feb. 3, 1885.
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- 1885.** Speech of Senator Wilkinson Call, Feb. 4, 1885.
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- 1886.** Bill to regulate commerce. Speech of Senator S. M. Cullom, April 14, 1886.
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- 1886.** Bill to regulate commerce. Speech of Senator Johnson N. Camden, April 16, 1886.
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- 1886.** Speech of Senator Omar D. Conger, April 22, 1886.
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- 1886.** Speech of Senator Warner Miller, April 22, 1886.
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- 1886.** Speech of Senator Charles H. Van Wyck, April 26, 1886.
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- 1886.** Speech of Senator Joseph E. Brown, April 26, 1886.
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- 1886.** Bill to regulate commerce. Debated by Senators Camden, Cullom, Edmunds, Gorman, Sherman, Miller, and Beck, April 27, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 4, pp. 3866-3879.)
- 1886.** Speech of Senator John C. Spooner, May 5, 1886.
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- 1886.** Bill to regulate commerce. Debated by Senators Cullom, Wilson, Maxey, Ingalls, Hoar, Allison, Camden, and Vance, May 6, 1886.
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- 1886.** Bill to regulate commerce. Debated by Senators Cullom, Walthall, Platt, Allison, Conger, Beck, and Sewell, May 10, 1886.
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- 1886.** Bill to regulate commerce. Debated by Senators Gorman, Platt, Wilson, Morgan, Teller, Kenna, Edmunds, and Ingalls, May 11, 1886.
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- 1886.** Speech of Andrew J. Caldwell in the House of Representatives, July 21, 1886.
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- 1886.** Speech of Charles T. O'Ferral in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 7, pp. 7293-7296.)
- 1886.** Speech of William W. Brown in the House of Representatives, July 21, 1886.
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- 1886.** Interstate commerce. Speech of Frederick A. Johnson in the House of Representatives, July 21, 1886.
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- 1886.** Interstate commerce. Speech of Ransom W. Dunham in the House of Representatives, July 21, 1886.
(*In Congressional record*, 49th Congress, 1st session, vol. 17, pt. 8, appendix, pp. 458-466.)
- 1886.** Bill to regulate commerce. Debated by Senators Cullom, Hoar, Aldrich, Platt, Allison, and Ingalls, December 15, 1886.
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- 1887.** Speech of Senator O. H. Platt, January 5, 1887.
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- 1887.** Speech of Senator O. H. Platt, January 6, 1887.
(*In Congressional record*, 49th Congress, 2d session, vol. 18, pt. 1, pp. 393-396.)

- 1887.** Speech of Senator John T. Morgan, January 6, 1887.
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- 1887.** Speech of Senator Richard Coke, January 11, 1887.
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- 1887.** Speech of Senator Eli Saulsbury, January 11, 1887.
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- 1887.** Speech of Senator Wilkinson Call, January 12, 1887.
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- 1887.** Speech of Senator Joseph E. Brown, January 12, 1887.
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- 1887.** Speech of Senator J. H. Mitchell, January 12, 1887.
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- 1887.** Speech of Senator William M. Evarts, January 13, 1887.
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- 1887.** Bill to regulate commerce. Debated by Messrs. Crisp, O'Neill, Dunham, Butterworth, Scott, and Caldwell, January 18, 1887.
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- 1887.** Interstate commerce bill. Debated by Messrs. Crisp, O'Neill, Weaver, Dunham, Adams, Anderson, Rowell, Bynum, Scott, Guenther, Nelson, Henderson, and Butterworth, January 19, 1887.
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- 1887.** Speech of Samuel Dibble, in the House of Representatives, January 20, 1887.
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- 1887.** Speech of Edward S. Bragg, in the House of Representatives, January 20, 1887.
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- 1887.** Speech of Byron M. Cutcheon, in the House of Representatives, January 20, 1887.
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- 1888.** Bill to regulate commerce. Debated by Messrs. Crisp, O'Neill, Anderson, Grosvenor, Butterworth, Farquhar, Cannon, Ryan, Lind, Macdonald, Wilson, and Nelson, September 13, 1888.
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- 1889.** Bill to regulate commerce. Debated by Messrs. Crisp, Bayne, Grosvenor, Stewart, and others, February 4, 1889.
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- 1889.** Bill to regulate commerce. Debated by Senators Sherman, Platt, and others, February 5, 1889.
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- 1889.** Speech of Senator John Sherman, February 27, 1889.
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- 1889.** Bill to regulate commerce. Debated by Senators Platt, Sherman, Cullom, and others, February 28, 1889.
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- 1889.** Speech of A. R. Anderson, in the House of Representatives, March 2, 1889.
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- 1894.** Speech of Franklin Bartlett, in the House of Representatives, December 7, 1894.
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- 1894.** Speech of William J. Bryan, in the House of Representatives, December 7, 1894.
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- 1894.** Speech of Stephen A. Northway, in the House of Representatives, December 7, 1894.
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- 1894.** Speech of George D. Wise, in the House of Representatives, December 7, 1894.
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- 1898.** Carriers engaged in interstate commerce. General debate in the House of Representatives, May 5, 1898.
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- 1898.** Arbitration between railroad companies and employees. Speech of William V. Allen, May 11, 1898.
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- 1898.** Railroad arbitration. General debate in the Senate, May 12, 1898.
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- 1898.** Carriers in interstate commerce and their employees. General debate in the House of Representatives, May 19, 1898.
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(*In Congressional record*, 57th Congress, 2d session, vol. 36, pt. 2, pp. 2151-2159.)

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The Index volume to the Record will guide to speeches on the Act and to its legislative history.

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(*In its* Report of the 26th annual meeting, pp. 431-448. Philadelphia, 1903. 8°.)

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1. The first part of the document is a list of the names of the members of the committee.

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